Genuine Diamond Pendants, \$10 and up.

The above are not chips, but genuine Cut Stones, and our own importation,

ON'T know of another such store. The popular pulse

is touched by our Matchless Made-to-Measure Suits-

\$20. You needn't go higher for an Every-Day Busi-

NEW ADVERTISEMENTS. NEW ADVERTISEMENTS. NEW ADVERTISEMENTS. or rather "ditches" as they would now be termed. MARRIED. MONEY NOW WASTED LOXTERMAN-KING-On December 7, at

On Fmall Creeks and So-Called Rivers Would Soon Aggregate ENOUGH FOR GREAT WATERWAYS.

Financial Objections to Canal Projects Fully Answered.

POINTS OF INTEREST TO PITTSBURG

CWRITTEN FOR THE DISPATCH, 1 In the matter of internal improvements. while it is true our Government has been liberal and in some respects lavish in its expenditure, particularly during the past 15 years, it cannot be truthfully affirmed that any material benefit to general inland commerce commensurate with the outlay has so far resulted. It is not to be denied, however, that a few projects of more than local importance have been completed, as

instance the Louisville falls and the St. Mary's Canal. We have spent within the time named upon rivers and harbors in the neighborgood of \$300,000,000. Roughly speaking, half of this immense amount has been expended upon minor streams, hundreds in number, tributary to the Ohio and Mississippi. We do not wish to be considered as in any way antagonizing the improvement of our minor streams, but at the same time we make bold to ask of what great practical utility is it to expend vast sums upon scattered works, more than 1,000 of which appear in the ledex of the last report of the Chief of Engineers, unless it is in pursunnee of a settled policy looking to a connected series of improvements, which must include the great rivers and connections between the great rivers and the Great Lakes. What would the branches of the Pennsylvania Railroad be worth were there no trunk line to receive their traffic?

Advantages of Water Carriage, Water carriage manifests its advantages over the modern rail or land carriage, only when three conditions are presented, which conditions are, first, long distance; second, great bulk or tonnage capacity; third, regularity of service. We have seen it demonstrated before our eyes that general commerce has in a great measure deserted our shallow and erratic rivers, and our socalled canals, for the more reliable railroad. It is not so much a question of time in transit as it is the certainty in railway service which "has brought this about. The railronds of the United States have reached n degree of perfection which enables them to transport freight at such a low cost that only large vessels going considerable dis-tances can possibly compete with them. It must follow then that much money is likely to be thrown away so far as any return to our commercial interests is concerned, unless there is a decided change in the policy of the Government in dealing with our

flavial system of transportation. We may ask why does not the Government improve the great rivers, such as the Ohio and Mississippi, and build such canals as the Lake Michigan and Illinois river, the ship canals from Buffalo to tide water where so many millions in the aggregate have been dissipated to little utility; because when once out of such streams on the broad bosoms of the rivers named, freighted vessels could then go somewhere to a market and find an interchange of traffic. It would not be thus as it is now, when goods consigned once to a railroad pass out of the control of the owner and must be sold shether or no at the point of destination, for the happy owner of a vessel and cargo bange his route or his market as terest or fancy. But so far of our inland improvements none of the first-class or heavily producing freight regions have felt a touch of the Government's generosity.

Too Much Spot Cash. Why then are not our large rivers improved and connected with the vast existing navigation of the great lakes? The answer is simply because it requires too much cash down for any one of the important projects named. The \$50,000,000 required for the Okio, the \$120,000,000 wanted for the canal from Buffalo to the Hudson and the \$27,000,000 for the Lake Erie and Ohio river canal, are sums entirely too large to log-roll with the twenty thousand and fifty thousand asked by the Congressmen from Twelve Pole Creek, or Tug Fork of the Big Sandy, or by the member from Racoon branch of Little Possum run, for cutting down leaning trees, or blusting rocks in their rapids, etc., and the Racoon man's vote counts as much as the representative from Pittsburg, from which place nearly 5,000,000 of tons of freight are annually sent away by river to run the gauntlet of sand bars and railroad bridge piers. The so-called improvement of the Ohio river was commenced in 1867, and in a quarter of a century one real dam has been built and four miles of its 967 miles have been permanently improved. There is not the laintest indication that the Government is seriously considering the project of the radical improvement of this great river, nor will there be any earnest attempt made to do this and execute such canals as

provided directly from the ordinary re-The time having come around when the vast commerce of our cities, great manufactories, mines of coal and ores and grain fields, demands an enlargement of the means of transportation with a lower and more uniform and equitable system of freight tariffs than railroads can possibly afford, the occasion is auspicious for a discussion of the ways and means for accomplishing so important a result. There are many, perhaps a majority of people, who think this great desideratum can be brought about by a reform in existing methods, i. e., in some way through a reduction in rail rates, forgetful or ignorant of the fact that competition among companies has in a considerable measure already brought rail tariffs nearly to the ultimate minimum, while others with a knowledge of the possibilities of water transport, which on the lakes cuts the rail tariff to one-third, foresee the coming of a revolution in methods.

those named so long as the money is to be

Many Annoying Discriminations. There are, it is true, many annoying, and in some instances disastrous, discrip-

tions in rail rates, which agitation may remedy, but something more than that is to be remedied, and considerably more than that is needed for the mutual advantage of the cities on the lakes and the cities unfortunate enough to have no lake visible through their warehouse doors. Who is to be the forthcoming De Witt Clinton to grasp the situation and impress the needs of the country upon the body of the lawmakers does not yet appear, but the time is

ripe for him. Undoubtedly the foremost problem in this field of political economy is the basis upon which the Government should lend its credit in the construction of great ship can-

als and river improvements.
Several of the States, notably Pennsylvania, we are sure to be told, had a dis-agreeable experience in the ploneer epoch of our growth, in lending its credit to canals, which proved very unprofitable, and, in fact, nearly bankrupted the State Treasury, though they proved of untold benefit toward the development, of many new flourishing districts. It was the mistortune of those small horse-boat canals to be overtaken by the invention of the steam le overinken by the invention of the steam locomotive. The locomotive killed the horses—that was all, as has been abund-antly demonstrated in the continued and growing success of the few cauals in Europe, where the steam motor could be applied to the boats, something not possi-ble in our old 49-ton and 60-ton boat canals,

At this period our country can be said to

be settled, and the position of the great cities and great freight producing denters are fixed and shown upon the maps for all time, and commerce in certain lines of commodities between them is permanently established, so that there would be no uncertainty in regard to what business might be reasonably expected to seek new connecting channels between them.

The Course of Procedure, Properly presented projects having had their merits favorably reported upon by Congress should first be surveyed by the Government engineers detailed to report upon their feasibility and cost. With this practical information in hand a commission should then be appointed to report upon the commercial necessity of the projects, and if its recommendation should prove favorable to any enterprise to further devise the ways and means for its prosecu-

Here, now, the writer, while laying no claim to financiering wisdom, humbly sug-gests the thought that the beneficiaries, that is to say, those who use a canal, for instance, should pay a part, if not the whole cost of its construction. If one of these oposed improvements will not admit of a toll charge and be successfully operated in face of any species of land carriage, its "commercial necessity" will be thrown into the limbo of doubt, where it will be likely to slumber until doomsday. It is upon this broad general ground the writer has persistently urged that not many cansi projects in this country will stand investigation, but there are a tew mighty ones which will bear this inquisitorial ordeal. Plainly, our Government should help in caual work—only those who can help themselves, rivers, long in use by free navigators with a large established busi-ness, are different and would call for a different treatment in this country, as they do in Europe, as against new and artificial systems as causis simply are.

Where Pittsburg Is Interested. We will take the case of the proposed Lake Erie and Ohio river ship canal, which the State of Pennsylvania has recommended to the national attention. Briefly stated, this canal extending from Pittsburg via the Beaver river to Conneaut harbor on Lake Eris would be 130.4 miles in length and adapted for steamers of 2,500 tons capacity, and for barges of still greater tonnage. Its cost as estimated by the State Engineers is about \$27,000,000. We will suppose that Senator Quay's bill in the Senate—or Hon. John Dalzell's bill in the House-providing for its resurvey, which so nearly became a law at the last session of Congress, has been acted upon and that the U. S. Engineers have verified the work of the State engineer. There would still remain the report—as we would propose—of the commis-sion upon its necessity and commercial importance. If it can be shown that not sufficient traffic could be developed on this canal within a reasonable period after its completion, upon which a revenue sufficient to provide for its maintenance and amortizment, the report would be so discouraging that we should probably hear nothing of it. We boast in Western Pennsylvania and Southeastern Onio of being the greatest

freight-producing region in the United States-and that, too, in the very articles, viz, low priced commodities, which the triends of water transportation most delight to "figure on." We have our busi-ness, particularly with the lakes, in a nice, concrete form, and accessible for computation. Here "in sight," as it were, is a business which the advocates of the Lake Erie and Ohio River Canal affirm will stand toll charges sufficient to pay for the and from Lake Erie to the Ohio river. If this were done there would be more property in improving the 500 creeks and small rivers in the Mississippi Valley, work in a reasonable time. It this can be for its construction? Upon the merits of this proposition and toll charges in general

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Marriage Licenses	Issued Yesterday.
Name.	Residence.
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NATURAL FRUIT FLAVORS.



Of perfect purity. Of great strength. Economy in their use

Flavor as delicately. and deliciously as the fresh fruit-For sale by Geo. K. Stevenson & Co., and all first-class grocers.

NO, YOU DON'T WANT SPRING PATTERNS NOW. When you see the startling offers we are making in this season's

patterns during this CLEARANCE SALE. Out or many, here are three its Body Brussels (Borders to Match) made, laid and

lined, at - - - 83c yd.

Tapy. Brussels, I,000 yds., 35c yd. All-Wool Ingrains at - 45c yd. The comet did not cause it; we wish to sell the old and make

room for new goods. GPNNIFF & STEINERT, Limited,



Birds, Cages, etc. Order your Christmas Flowers as soon a

Helly, Mistletoe, Moss, Wreathing, Canary JOHN R. & A. MURDOCH, Telephone 239. 508 Smithfield street.

seubenville, O., CHARLES F. LOXTERMAN and Miss ALLIE KING.

DIED.

ALLES-On Wednesday, December 7, 1892, at 8 r. m., Sofilla, widow of the late Adam Alles, in the 65th year of her age.

Funeral from her late residence, No. 35 Knox avenue, Thirty-first ward, on Saturation of the state of the s DAY, December 10, at 2 P. M. Intermen

BARKLEY—On Thursday morning, De-cember 8, at 4 o'clock, at the residence of her son-in-law, Henry Schutte, No. 288 Saw-mill alley, Allegheny, Mrs. ELIZA BARKLEY, widow of A. W. Barkley, aged 80 years and 4 days. Funeral on SUNDAY AFTERNOON at 20'clock.

Services will be held at the Simpson M. E. Church, on Liberty street, near Chestnut, Allegheny. Friends of the family are respectfully invited to attend. [Philadelphia and Gettysburg papers please copy.]

BOYLE—On Friday morning, December 9, 1892, at 12:15 o'clock, SARAH, wife of John S. Boyle, aged 29 years. Funcral from her late residence, 487 Forbes street, on SUNDAY, the 11th inst., at 2:30 P. M. Services at St. Agnes' Church, Soho, at 3 o'clock. Friends of the family are invited

to attend. BRATT-Suddenly, at 11:30 a.m., December 8, at family residence, 166 Lacock street, Allegheny, William II. Baart, son of Matilda P. and the late Thomas Bratt, aged 37 years. Funeral services at Trinity Episcopal Church, SATURDAY EVENING, December 10, at 7:30 o'clock. Interment private SUNDAY at 2

[Philadelphia, Pa., and Ventura, Cal., papers please copy.] BURCHFIELD—At his residence, Edge-water station, Allegheny Valley Railroad, on Thursday morning, December 8, 1892, LEVI BURGHEILLD, in his 83d year.

Funeral on SATURDAY, December 10, at 1 P. M. Friends of the family are respectfully invited to attend.

CONNOLLY-On Thursday, December 8, 1892, at 3 P. M., CATHERINE, while of R. B. Connolly, and sister of Mrs. James Finn and J. J. O'Brien, of 1991 Penn avenue, aged 38 Funeral from the residence of her sister, Mrs. James Finn. No. 38 Wviie avenue, on SATURDAY, December 10, 1892, at 8:30 A. M. Services at St. Paul's Cathedral at 9 A. M. Friends of the family are respectfully invited to attend.

FOSTER-On Thursday, December 8, 1892, at 5:45 P. M., Birdie W., wife of Dr. W. S. Funeral services at her late residence, 133 at 1:30 P. M. Interment private at later

GALLAGHER-On Wednesday evening, December 7, 1892, at 7:30 o'clock, Domenico Gallagher, in his 58th year. Funeral from his late residence, corner Roberts and Enoch streets, on SATURDAY MORNING at 8:30 o'clock. Services at St. Bridget's Church at 9 A. M. Friends are invited to attend. HANLIN-Departed this life Thursday, December 8, 1892, at 10:45 P. M., SADIE, daugh-ter of Jas. F. and Majorie Hanlin, aged 18

"Asleep in Jesus." Funeral from her parents' residence, cor-ner River avenue and Madison street, Allegheny, on SUNDAY, December 11. 1892, at 2 P. M. Friends of the family are respectfully

invited to attend. HELBLING-On Wednesday, December 7, 1892, at Jacksonville, Fla, Michael Hela-Ling, aged 25 years. Funeral on SUNDAY, December 11, 1892, at 2 P. M., from parents' residence, 33 Voegtly street, Allegheny, Friends of the family are respectfully invited to attend.

HOOBLER-On Friday, December 9, at \$:30 clock r. M., Jacon Hoobler, in his 77th year. Funeral services SATURDAY EVENING at 8 o'clock at the residence of his sou-in-law, B E. Ferguson, No. 6371 Pennavenue, East End. Interment SUNDAY at Unionport, O. [Steubenville papers please copy.]

REATING—On Friday, December 9, 1892, at 7:10 P. N., at her residence, Rebecca street, East End, near Penn avenue, MARY SNYDER, widow of Hugh Keating, in her 88th year. Notice of funeral hereafter.

LAWRENCE-At the Home for Aged Women at Wilkinsburg, on Friday, December 9, 1892, at 1 P. M., Mrs. Catherine Lawnence, in her 75th year. Funeral services will be held at St. Stephen's Episcopal Church, corner of Franklin and Pitts streets, Wilkinsburg, on Monday, December 12, 1892, at 9:30 a. M. In-

terment at McKeesport Cemetery. McLain-On Thursday, December 8, 1892, 2 o'clock a.w., at Dravosburg, Pa., Joseph Milton, son of Hon. Joseph R. McLain, of Claysville, Pa., aged 31 years. Funeral services SATURDAY, December 10, at 2 o'clock P. M. Interment later at Drav-

NICHOLSON-MARY E., wile of John Nich-olson, Jr., at 10:20 Friday morning, in the 47th year of her age. Funeral service at her late residence, S: Penn avenue, Allegheny, on SUNDAY, December 11, at 2 P. M. Interment privaté.

POWELL—On Friday, Decamber 9, 1892, at 9:20 a. M., Katte Mar, oldest child of Rachel and the late John Powell, aged 2 years and 3 months.

Funeral from grandfather's residence, 910 Second avenue, Pittsburg, THIS (Saturday) AFTERNOON at 20'clock. Friends of the family are respectfully invited to attend.

SAWERT—At the family residence, No. 5817 Penn avenue, Nineteenth ward, on Friday, December 9, 1892 at 4 a. m., LILLIE A., daughter of F. W. and Catherine E. Sawert, in her 254h year. Funeral services on SUNDAY, 11th inst., at 2 P. M. Friends of the family are respectfully invited to attend.

VICKERMAN—At her residence, 268 Federal street, Allegheny, on Friday, December 9, 1892, at 10:30 F. M., ELLA FLORENCE, wife of John W. Vickerman. Funeral services at her late residence, on SUNDAY at 2:30 P. M. Interment private at :

WALDE-On Thursday, December 8, 1892, Mrs. Elizabeth Walde, in her 68th year. Funeral will take place Saturday Morning at 9 o'clock from St. Joseph's Church, Mt. Oliver. Friends of the family are respect fully invited to attend.

WILLARD-On Friday, December 9, 1892, at Sa. M., Mrs. Jane Willard, widow of the inte Abraham Willard, in the 75th year of her age. Funeral from the residence of her daughter, Tioga street, on SUNDAY, at 2 P. M. In-

terment private.

Gray hair or whiskers changed to a glossy black by a single application of this Dye. It imparts a natural color, acts instantaneously and dontains nothing injurious to the hair. Sold by druggists, or will be sent on receipt of price, \$1.00. Office, 39 Park Place, N. Y. A BT MEMORIALS in granite, marble and

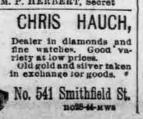
A bronze. Statues, vaults, monuments or headstones. WILLIAM W. WINDSOR, West End avenue, Allegheny. N. B. The above is the only Windsor in this locality in the above business. no29-52-rrs

HOLLY AND HOLLY DESIGNS-LAUREL and Michigan pine wreathing, mountain moss, Xmas trees, all sizes; roses, carnations, hyacinths, violets. Fivral decorations made at my stands, 217-220 Market, Allegheny, Telephone, E. C. LUDWIG, de3-D DR. D. L. ABER, Dentist. Specialist in crowning, bridging and filling of the natural teeth. Prices reasonable an estisfaction guaranteed. Office, 210 Smith field st., Pittsburg.

INS. CO. OF NORTH AMERICA. Assets, \$9,278.720 on.
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One lot assorted CHILDREN'S

\$3.50 EACH.

Sizes 6 to 12 years.

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"For Auld Lang Syne," or for your own refreshment. It's dispensed

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These lots are rare selections. All are perfect, heavy and silky, with beautiful de-signs and calorings and are generally sold for \$28 and \$30 in other places, as it does

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Many have saved money dealing with us.

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Come and inspect our immense stock

ELEGANT RUGS AND CARPETS

And purchase your Christmas gifts at very

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MANICURE

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For Children we have Manieure Sets in

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loid on Trays at \$3 to \$4 per set.

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Those new SEAL COATS are

MISSES' TWO-PIECE SUITS,

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least with age or use. And, besides, it gracefully expresses the donor's aesthetic appreciation of the value of these world-famed products

of the Oriental weaver's skill. One must concede that a fine Oriental Rug is as much of a work of art as a fine painting, who studies the exquisite expression of the im- DRESSES,- Jersey, Merino, etc., aginative faculty in the com- \$4, \$5 to \$9-all to go at one bination of forms in a sym- pricemetrical design, with perfect color-harmony.

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We invite special attention to our exceptionally large and carefully selected stock of Oriental Rugs as being of a Russian styles, Mixed Striped much higher class than those | Camel's Hair, Cheviots, etc., found at the "special auction sales," and in the hands Were \$10, \$12.50, \$13.50 Wylie avenue, on SATURDAY. December 10, of the wandering dealers, accompanied by varied tales, of how they are enabled to tell so cheaply. Our repu- being appreciated as we knew they tation and permanence in business compel us to handle

Rugs as our other goods, and

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We Show an Erormous Stock and Many Extra Values in

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HANDKERCHIEFS—For everybody.

In a fancy box, \$1 25 and \$1 50. Plain, embroidered, initial, linen and silk hand-kerchiefs from 25c to finest.

STAMPED LINEN GOODS. Everybody wants them. Tray covers, Side-board covers, Splashers and Tidles can be had for the least money here.

CLOAK DEPARTMENT-A nice present are the Muffs at \$1: Children's Coats, \$1 25 and up; Ladies' Jackets, \$8 and \$10, are real

LEATHER GIFTS Collar and Cuff Every price. Pocketbooks, 75c, worth \$1 50. See these. TABLE LINENS—In sets, napkins to match, represent the very best American and imported goods at prices such quality never sold before for. Our display is gorgeous. DRESS GOODS—Always acceptable.

The best offer this year are the Silk Warp Henricitas at \$1 25 and the All-Wool Henricitas at 75c. and the All-Wool Henriettas at 13C.
We could go on enumerating about our
Holiday Shawls, Gloves, Hosiery and Underwear, Silk Umbrellas, Mufflers, Fancy Towels, Lace Curtains, Table Covers, etc., but
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Are "on top" in every sense. So

much depends on a hat that a man ought to wear the very best one he can aford. We'd like to sell you the best in the store for your sake as much as ours; yet we have all grades

except mean ness Suit. Of course \$25 to \$35 is worth every additional grades; those we don't keep. All dollar. In addition we have added Ready-to-put-on Overcoats. our Hats are neat and stylish, and for the quality cheapest in town. We are exclusive agents for Tress & Co.'s and A. J. White's celebrated English Hats and Knox's, of New York, world renowned Hats, Fur Caps, etc.

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Genuine Diamond Eardrops, \$7 50 up.

Ladies' Solid 14-kt Gold American Watches, \$20.

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Genuine Diamond Scarf Pins, \$5 and up.

932 and 934 Liberty St. and 703, 705

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Youghiogheny Gas and Steam Coal. White and River Sand, Frompt service to manufacturers and consumers generally.
Mills supplied with river sand.

GRAND SIX DAYS' SALE.

And you'll find matchless values for your money in every department of our vast establishment.

Some Splendid Chances Are still left in our MEN'S SUIT STOCK in which the offer to select

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All our fine Suits at \$18, \$20, \$22 and \$24 are included in the offer, embracing CLAY WORSTEDS, SCOTCH CHEVIOTS, FOREIGN CASSIMERES, FANCY WORSTEDS, DIAGONALS, Etc.

If you want a handsome Suit, made and trimmed like custom work at about half custom rates, here's the chance.

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Shines with bargains never before equaled in the history of the shoe trade. The prices quoted, and hundreds of prices not quoted, are fully 20 per cent less than such goods usually sell for.

Here are some of the snaps: Men's Kip, half double sole Boots, former price \$3, now.....\$2.48 Men's Veal Calf, double sole and tap Boots, former price \$3, now\$2.48 Men's Veal Calf, double sole and tap Boots, former price \$2.50, now.....\$2.00 Men's Grain, double sole and tap Boots, former price \$4, now......\$3.00 Men's Grain, double sole and tap Boots, former price \$3, now.....\$2.50 Boys' Veal Calf Boots, half double sole and tap, former price \$1.90, now......\$1.50 Boys' Kip Boots, double sole and tap, former price \$2, now.....\$1.50 Men's Candee Storm King Duck Boots, former price \$3.75, now......\$3.00

THESE 5 FURNISHING ITEMS FURNISH FUUU FUK HEFLEGTIUN: UNDERWEAR:

100 dozen absolutely fast black Merino Shirts or Drawers, regular price \$1.25; sale

NECKWEAR:

100 dozen Fancy Tecks and 4-in-Hands, regular 50c goods; sale price 24c.

MUFFLERS:

50 dozen All-Wool Cashmere Mufflers, worth 50c and 75c, go during this sale at 25c. 100 dozen Silk Mufflers, fine brocade patterns, worth \$1 and \$1.25, will go at 69c

COMB HANDKERCHIEFS:

Ladies' Japanese Silk Handkerchiefs, hemstitched and initialed, worth 35c; sale price 19c.

SHIRTS: NEGLIGEE

50 dozen All-Wool Fancy Plaid or Check Shirts, made with yoke and collar band, a \$2 shirt for \$1.24.

All the above from the different departments are but samples of thousands of similar bargains all over the house.



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